mbassador to England Dined by Republican Club-Would Add Dix Dectrine to the Monroe Doctrine and the Golden Rule-Depew Says Pay 'Em More.

The round of entertainments for Whiteaw Reid, the new Ambassador to Engand, was continued last night, when the Republican Club gave a dinner in his honor at the clubhouse in West Fortieth street. The dining room on the tenth floor was handsomely decorated with the national colors, the Union Jack and the Stars and Stripes being draped over the table of

Louis Stern, president of the club, preided. Among the guests were Senator Depew, Sir Percy L. Sanderson, Gen. F. D. Grant, Charles Emory Smith, Cornelius N. Bliss, Edward Lauterbach, the Rev. Dr. MacArthur, George W. Smalley, Oscar S. Straus, W. H. McElroy and John Barnett. After welcoming the guests Mr. Stern proosed a toast to the Ambassador to the Court of St. James, which was drunk standing. In the course of his remarks Mr. Reid

"At the dinner of the Gridiron Club is Washington last winter a newspaper man was placed under hypnotic influence, told that he was the American Ambassador at that he was the American Ambassador at the Court of St. James, and instructed to make an after dinner speech for a London banquet. He promptly began: 'Gentle-men, blood is thicker than water. Oh, how we love our kinsfolk in the land of our ancestors! Hands across the sea. Com-mon language, common blood, common literature, the supremacy of the Anglo-Saxon race. We are brothers all. Three obsers for the King!'

Saxon race. We are brothers all. Three cheers for the King!"

"Well, gentlemen, those are good phrases. We have heard them before. We may have used some of them ourselves—in fact, I think I have. They were right and there is no harm in using them again. But as means for persuading the people of the two countries to mutual good will they have served their purpose and have ceased today to be a part of the working tools of diplomacy on either side of the Atlantic.

plomacy on either side of the Atlantic.

"Nobody needs now to be told of clasping hands across the seas, or of common blood, or a common literature, to know that Great Britain and the United States, in the nature of things, do inevitably susain peculiar relations to each other not eld by either with any other nation, that they are now on very good terms, better than for over a century, and that from this time on the better they know each other and the more frequent and intimate their intercourse the better and more durable will be their good understanding. "Some one spoke the other day of the duty of our embassy, as consisting merely in "Jollying the English." In so far as this means that whenever an Ambassador has to say anything he should say a friendly thing if he can, the remark is well enough. Surely the meanest disposition in the world is that which grudges uttering the truth because it may be pleasant to others to hear it.

*But there is a duty of an Ambassador more important even than promoting good will—highly important as we all consider that to be. The very people and Government to whom he is sent would recognize the superior and importative nature of this other duty. An Ambassador is sent to look after the interests of his own country. Happy his lot if the interests of the country that sends him and those of the country to which he is sent are not conflicting.

That is an ideal state very nearly approached in this case at this moment, but not to be counted on anywhere definitely as a permanence. If, unhappily, these interests are ever found to conflict, the most injurious and the most treacherous fault an Ambassa-dor can commit is to sacrifice or imperil dor can commit is to sacrince or imperi-the interests of his own country, whether merely through a judgment warped by the subtle influence of his foreign associations or in the deliberate and sordid hope of re-maining rersens prota in the country in which he temporarily resides.

which he temporarily resides.

"We can never afford to lose sight of two facts about the real business of our Amlassadors—that their first duty is to look after the interests of their own country and that the greatest of these interests is, how and always, peace—the peace of justice

"It was a happy and illuminating phrase of our great Secretary of State when, in a humorous vein, he told us that our foreign policy consists chiefly in the Golden Rule and the Monroe Doctrine. It requires but another word, in fact, to make it completely comprehensive. To the Gelden Rule and the Monroe Doctrine we need only add the Dix doctrine to sum up the whole body of State Department instructions for our dealings with foreign nations. No one here, dealings with foreign nations. No one here, no New Yorker, no American, ever forgets the Dix doctrine—'If any man hauls down the American flag, shoot him on the spot.'

Neither that nor the Monroe Doctrine is

international law, i at both are sure to re-main indefinitely fundamental parts of American international policy, and when you illumine both by the Golden Rule you have set forth what I firmly believe is the sincere and deveut wish of the United States with regard to all its foreign relations and of all its representatives in the diplomatic service.
"Our use for the big stick is much the

off to the quiet citizen—to keep off footpads and the dogs. We cover no nation's lands or other possessions. We we have a passionate preference, mani-fested on all suitable occasions through whenever practicable, by international ar-bitration rather than by war. We sincerely the prosperity and advancing freefom of all; and I fully believe we are to-day, from Atlantic to Pacific, and from President o humblest citizen, as peace loving a nation

is exists in the world.

Among other things Senator Depew, who followed, said: "We are the richest nation in the world and the most liked, but we have not yet grasped the necessities of diplomacy. We have been magnificantly represented. and our diplomacy stands deservedly high but it has been at a specifice to our represen-tatives which they ought not to be called upon to bear. We should not have a situetion where these honors cannot go and be carried off satisfactorily to himself and the

country to the poor man, no matter how superbly he may be equipped.

If know p resnally of two American representatives abroad who, too proud to resign and too poor to stay, in order to meet in the most modest way all that is expected in their position, spent the small fortunes which they had accumu-lated in a lifetime. The United States Government ought not to expect that.

"Our Ambassadors, in order to maintain position anything like their competitors

and rivals, cannot get along on a penny less than four times their salaries. Sir Percey Sanderson, who represented Sir Mortimer Darand, the British Ambassador at Washington, made a short speech in which he said that it was one of the rare occasions in which a British official may find himself within the walls of a

all know of Mr. Reid's powers," continued the speaker, referring to the treaty of 1783. Perhaps he would have managed better had he had a hand in that old treaty, but then we should not have had him with us now.

"It is no disparagement on Mr. Reid's treaty making powers to say that these are not the only qualities on which we rely In congratulating him on his appointment, me may well congratulate ourselves in baving in the American Ambassador a representative of that bond of sympathy which is the outcome of principles, ideals, interests, memories, all held in common."

Edward Lauterbach cwelt at length on Mr. Reid's services as Chancellor of the State University and said that it was due to Mr. Reid more than anyone else that no man could hang out a professional; hingl

in this State unless he was properly quali-It was due to Mr. Reid, also, he said, that the poor boy who was anxious to enter a profession could find the means to enter it, a thing formerly possible only to the comparatively well to do.

Charles Emory Smith also spoke.



AT NUMBER

400 FIFTH AVENUE

brated "Paragon" watches, made in our own factory. As timekeepers they will pass the most rigid railroad inspection. We carry a complete line of other makes. Every watch we sell is stamped with the name M rmod, Jaccard & Co., and is fully guaranteed. \$28.00. Gentleman's Watch. Solid 14 kt. gold. Thin model open face; plain case.

\$23.00. Lady's Water. Solid 14 kt. gold; plain case, hunting or open face; nickel movement. \$35.00. Lady's Watch. Solid 14 kt-gold; satin finish, hunting case.

\$285.00. Chatelaine Watch. Rose gold finish, 14 kt. Case has a large ruby gold finish, 14 kt. Case has a large ruby center encircled by diamonds. Suspended from lion's head pin with ruby eyes and large diamond in mouth.

\$245.60. Minute Repeater. Repeats the time on two gongs. Thin model; plain hunting case; 14 kt. gold. \$85.00. Paragon Time-Keeper. Our celebrated "Paragon" movement, in heavy engraved case, open facc. An absolutely reliable time-piece.

HIT BACK AT STRIKING UNION.

HOLD UP NEW BUILDINGS.

the Fight With the Excavators-More

Men to Be Barred From Work To-day

-Other Employers Indorse the Move.

The threatened lockout of the Rockmen

and Excavators' Union by the Contractors'

Protective Association was started ahead

of time yesterday, and between 10,000 and 12,000 men working on more than 100 build-

ings and other contracts found themselves

The intention of the Contractors' Protec-

tice Association was to declare a general

lockout of the 26,000 members of the union

if more strikes were ordered. No new

About seventy-five or eighty of the mem-

in sympathy with the excavators.

pathetic strikes."

Secretary Clark said that an agreement was made with the teamsters because they had to be well recommended and to be reliable men, as they were entrusted with

Dr. Harper's Health Not Falling.

CHICAGO, May 23 .- Dr. William R. Harper,

A HOME GUARD

Free acting, easy running, durable

work is secured only by using

the reliable

HARTSHORN

SHADE ROLLERS.

Always look for the script signature of

STEWART HARTSHORN on the label of

every genuine Hartshorn shade roller. This

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more more of Autor wine in market of and a

president of the University of Chicago,

in good general health at present.

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property

out of work.

the better.

MERMOD, JACCARD & KING Jewelry Co.

Let us Moil our Free Catalog of Diamonds, Jewelry, Gola and Silver Wares, etc.



Boys' Clothing.

Boys' All Wool Homespun Norfolk Suits,

Sizes 9 & 10 yrs......\$6.00 " 11 to 16 yrs......\$6.50

. Boys' Washable Norfolk Suits of white duck, brown linen, drill, tan khaki and crash;

Sizes 7 to 16 yrs. \$4.50,\$5.00,\$5.50 &\$6.00, according to material and size.

60-62 West 23d Street.

BOY AND GIRL ELOPE. Slept Under a Hedge and, at Coney Island. on the Sand.

Roundsman Brown of the Coney Island station found a fourteen-year-old girl yesterday afternoon, accompanied by a boy who looked to be about 16 years old, both asleep on the sands at Sei Gate, where they had dropped from sheer exhaustion after a three days' tramp from their homes in The Bronx. He aroused the pair and learned that they were Florence Peterson and George Bunnell, both of Hyde Park, The Bronx. They said they had eloped on Sunday and that they intended to get mar-

At the station Bunnell was charged with abduction and the girl was held on a charge of vagrancy, pending an investigation. The girl said to Mrs. Duffy, the matron, that she and her companion had arranged to get married and after gathering together \$5 had started out on Sunday afternoon last to have the knot tied and to spend heir honeymoon in a tramp across country. hey walked from The Bronx to the Ninetysecond street ferry, crossed to Astoria and then continued their walk in the direction

then continued their walk in the direction of Coney Island. They slept under a hedge on Sunday night, husbanding their financial resources for food and for the payment of the clergyman whom they hoped and expected would be found to marry them.

Monday night they reached Coney Island, but the police were watchful and it was impossible for them to find a place to sleep, so they walked along the Ocean Parkway toward Brooklyn, returning only after daylight, when they tramped around, after dining on frankfurters and popcorn, until dining on frankfurters and popcorn, until they sank exhausted at the place on the sands at Sea Gate where Roundsman

Brown found them.

The youth had in his pocket \$2.25 of the honeymoon capital and he was carrying a big dress suit case, in which all of Florer ce's big dress shit case, it which the carefully packed. Mrs. Duffy opened the case, at the request of Capt. Dooley, and an armless doll, a few pictures of girl friends and an assortment of ribbons, newspaper clippings and trinkets was all that was found.

"We couldn't get married," said Florence, because we did not know how to go about apply for shelter and we were compelled to wander about. We had a good time, though, riding on the merry-go-rourds and looking at all the sights of the place."

Capt. Dooley sent the girl to the children's and looking at all the sights of the Brown. society and notified the police of The Bronx of the arrest of the pair.

ISELIN CARRIAGE WRECKED. Owner and Wife Had Just Left It When Madison Avenue Car Hit It.

A coach belonging to Columbus O'Donnell Iselin was wrecked by a Madison avenue car yesterday morning in front of Mr. Iselin's home, at 436 Madison avenue. Mr. Iselin and his wife had just left the carriage when the coachman, driving a pair of bays, bound car crashed into the coach, wrecking it and throwing the ceachman and foot-

Patrick Dolan of 127 West Fifty-second Patrick Dolan of 127 West Entry-section street, the driver, was knocked unconscious and had a badly cut scalp. Joseph Sullivan, the footman, get off with a few cuts. The horses ran away, but were stopped by a policeman after they had gone a couple of blocks. The car get off with a broken window. No one thought of taking the motorman's name or the car number.

Mr. and Mrs. Iselin saw the accident.

They had Dolan taken to a room in their house, where he was kept until he had been attended by a physician. Then he was sent home. Sullivan lives in the house.

PACIFIC CABLE EXTENDED.

Commercial Lines Now in Communication With the Carolines and the Celebes. The Dutch East Indies and the Caroline Islands have been brought into direct cable communication with the United States through an extension of the Pacific Com-mercial Cable Company's line from Guam mercial Cable Company's line from Guam to Yap in the Caroline group and the Cel-

Gathered in 49 Pushcart Men.

Capt. Brown of the Elizabeth street station sent detectives to make another raid on the pushcart men on Bayard street, be-tween Mott street and the Bowery, yester-day afternoon. The detectives rounded day afternoon. The detectives rounded up forty-nine on charges of obstructing The complainants were local store

Thinks He Wounded a Burgiar.

Henry Butchorn of Hempstead road and Eden avenue, Hollis, L. I., fired several times at a burglar whom he caught early yesterday morning ransacking his home, and he thinks he wounded him, for stains resembling blood were found later on the floor and front stoop of the house. The robber got away with about \$75 worth of jewelry. Mrs. Butehorn's wedding ring, marked "H. B. to J. B." was among the

THE AETNA INDEMNITY COMPANY issues policies insuring against burglary, theft of larceny, including collusion of servants. Libera policy, equitable rates, prompt adjustments. Particulars furnished upon application at No. 68 William street, New York City.—Adv.

WEDDING STATIONERY.

3. Altman & Co. ARE PREPARED TO EXECUTE ORDERS FOR THE ENGRAVING OF WEDDING STATIONERY; INVITATIONS FOR AT-HOME AND CHURCH CEREMONIES, ALSO ANNOUNCEMENTS

¶ Specimens, representing the approved varieties of Engraved Script and Text, submitted with estimates. : : : : : : : : : : :

LEATHER TRAVELING REQUISITES.

2. Altman & Co. INVITE ATTENTION TO THE PRESENT ASSORTMENTS OF LEATHER GOODS. EMBRACING A NUMBER OF ARTICLES INTENDED FOR TRAVELING AND MOTOR TOURING:

TEA AND LUNCHEON HAMPERS, TRAVELING BAGS AND SUIT CASES, CARRY-ALLS, HAT BOXES, DRESSING CASES, JEWEL AND WRITING CASES, AUTOMOBILE AND TRAVELING CLOCKS, MEDICINE CASES AND FLASKS.

It's one of the sights of New York-this Arnheim Tailory. Six full double floors devoted exclusively to the making of clothes to individual orders. You can see every step of the making, from the marking out of the cloth to the final touch of the pressing iron. You can see how we transform \$40.00 worth of good tailoring—good style and good cloths—into \$20 suits. A front and shoulder that always keeps its graceful and swagger shape is the "Arnheim LOCKOUT OF 10,000 MEN WILL Unbreakable." Samples are yours for the asking.

ARNHEIM

TRUST FUND SPECULATIONS.

John R. Van Wormer's Warning at the Dinner of the Public Accountants.

John R. Van Wormer, secretary of the Lincoln Safe Deposit Company, and president of the New York Athletic Club, was the principal speaker at the annual dinner of the New York State Society of Certificated Accountants at Delmonico's last evening, and he talked about the queer times on which strikes had been called, but a large number we have fallen in the matter of commercial of the contractors came to the conclusion morality. that the sooner the fight started in earnest

Mr. Van Wormer was introduced by the president of the society, Farquhar J. Mac Rae, as president of a club which on one bers of the association have locked out occasion had turned in an annual report their men, and the others are expected to out of which no accountant living had been able to make head or tail.

follow suit to-day or to-morrow. The emergency committee of the association will meet in a day or two to fix a date for "It's rather of a damper," Mr. Van Wormer said, "to be presented to a body of starting work with non-union men.

The contractors who closed their yards skilled professional accountants in just notified the excavators on Monday evening that way. But there is one thing to be said notined the excavators on Monday evening not to return to work to-day. That was a surprise to the men. The sudden action of the employers was hastened by the decision of their teamsters not to strike about the New York Athletic Club. We know the difference between our liabilities l and what's on the credit side of our ac

at the bank.

"We are living in rather an unhappy time in some respects. We see the heads of some of our trust concerns who have loose their responsibilities. There is a Among the members of the Contractors' Protective Association who have closed their yards and who have contracts on ideas of their responsibilities. There is a lamentable disposition on the part of some trust companies, through the advice of their their yards and who have contracts on large buildings are the Thomas Crimmins Contracting Company, James J. Duffy, James Dempsey, Hugh Colwell, James H. Howe, W. H. Masterson, Bernard McQuillan directors, or trustees, or whoever it may be, to invest in doubtful securities for the pur-pose of saving their own unfortunate, illand Patrick Norton. Secretary Eugene P. Clark of the association made the following dvised or downright dishonest specula-

Clark of the association had the following statement last evening:

"Before the lockout was declared we were assured of the sympathy of the building contractors. The lockout may delay work for a time, but the other building contractors realized the necessity of taking strong recognitions at once as the second of the second "This is against the laws of this and of other States where it is done, and the men who are doing it know, or should know, that it is against the laws. It is not pleasant to speak of these transactions when you see some of your own friends engaged in these dishonest practises, but unless somemeasures at once.

There is a general feeling among the builders that to recognize unions of unskilled trades is simply to invite strikes. As soon as the emergency committee fixes a date for reopening the yards the locked out men can get back if they return unconditionally and if their places have not been filled. This also applies to the rockdrillers, engineers, firemen, boilermakers and men in other trades who went on sympathetic strikes." ody speaks out and tells the truth about

body speaks out and tells the truth about it worse is pretty sure to follow.

"It is through such organizations as yours, through accountants of high professional standing and integrity, that such evils are to be avoided. This is an age of publicity are to be avoided. Into is an age of publicity and the more publicity the better."

Franklin Allen of the National Society of Accountants; Prof. Johnson, Dean of the School of Commerce. Accounts and Finance of the University of New York, and a number of others made short speeches.

Ditching Against Mosquitoes.

Among the outside employers who are immediately affected by the strike are the employing house shorers and movers. Some of them were inclined to complain yesterday of having their work stopped by The fight against mosquitoes, which was waged last summer on the Newark meadows largely by means of a ditching meadows largely by means of a citching machine, has been transferred to the meadows of Elizabeth, and the big trenchmaking apparatus was trundled to the last mentioned city on Monday. State Entomologist Smith says that the mosquitoes have been exterminated on Newark meadows, with the exception of in one comparatively small tract. Elizabeth has desirable was all tract. president of the University of Change, has not had a relapse. Persistent rumors that have been circulated that he was unable to attend to his work have irritated him. His secretary said to-day: "Dr. Harper is cided to spend about \$2,000 in ditching its meadows. Work was begun yesterday in the neighborhood of the Singer Sewing

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is the only satisfactory substitute for wine and other objectionable alcholic liquors. Our booklet, free of your grocer or druggist, gives many delightful recipes for sherbets and desserts.

Benson Bonded to Appear in Washington. Judge Holt in the United States District

Welch's Grape Juice is sold by good druggists and grocers every-where. The Welch Grape Juice Co., Westheld N. Y.

Court signed yesterday the order for the removal of the case of John A. Benson, under indictment for the participation in land frauds in the West, to Washington, D. C. Mr. Benson gave a new bond of \$10,000 for his appearance there

PUBLIC NOTICES.

PUBLIC NOTICES.

PUBLIC NOTICES.

The City of New York—Office of City Clerk.
City Hall, New York, May 12, 1908.

New York City Interborough Railway Company, having presented its application in writing to the Board of Aldermen of The City of New York, dated the 28th day of April, 1905.

The petition of New York City Interborough Railway Company respectfully shows:
First—Your petitioner is a street surface railway corporation duly organized and existing under the Laws of the State of New York, and has duly made and filed, pursuant to section 13 of the Railroad Law, surveys, maps and a certificate of the alterations or changes of its routes herein proposed.

Second—Your petitioner desires to obtain from The City of New York and its Board of Aldermen, its and their approval of such proposed alterations and changes of its routes and its and their consent to and a grant of the right, privilege and franchise for the construction, maintenance and operation of double track street surface railways fincluding the necessary connections, switches, sidings, turnouts, turntables and crossovers) as alterations and changes of its resisting routes, for public use in the conveyance of persons and property for compensation. In, through, upon and along the surface of certain streets, avenues, public places, parkways and highways mentioned and sei forth in the Statement of sald proposed alterations and changes of the conveyance of nersons and property for compensation. In, through, upon and along the surface of certain streets, avenues, public places, parkways and highways mentioned and sei forth in the Statement of sald proposed alterations and changes:

Change No. 1 in Route No. 1, as described in its certificate of incorporation:

Continuing on and along Sedgwick avenue from Person street to the intersection of Sedgwick avenue with Boston avenue and Giles place; thence in a southwesterly direction on and along Person street to Nathalle or Boston avenue in Hence in the ending of the proposed variety of an adalong Person street to Change No. 3 in Route No. 2, as described in its certificate of incorporation:

Extending on and along Tremont avenue, from fiver axenue to the intersection of Tremont avenue with Valentine avenue; thence in a northerly direction on and along Valentine avenue to its intersection with East One Hundred and Eightleth street, as a cange and in substitution for that portion of said route extending northerly on and along Ryer avenue to East One Hundred and Eightleth street; thence southeasterly on and along East One Hundred and Eightleth street; thence southeasterly on and along East One Hundred and Eightleth street; to said Valentine avenue.

Change No. 4 in Route No. 3, as described in its certificate of incorporation: Change No. 4 in Route No. 3, as described in its certificate of incorporation:

Extending southerly from the intersection of Kingsbridge road with Valentine avenue, on and along Valentine avenue to its intersection with East One Hundred and Eighty-ninth street; thence easterly on and along East One Hundred and Eighty-ninth street to its intersection with Webster avenue; theace northerly on and along Webster avenue to its intersection with East One Hundred and Eighty ninth street; thence easterly on and along Webster avenue to its intersection with East One Hundred and Eighty ninth street; thence easterly on and avenue: theace northerly on and along website avenue to its intersection with East One Hundred and Elghty minth street; thence easterly on and along said East One Hundred and Elghty-ninth street to its intersection with Third avenue, as a change and in substitution for that portion of said route extending on and along Kingsbridge road and Third avenue, from Decatur avenue to East One Hundred and Elgaty-ninth street. Change No. 5 in Houte No. 3 as described in its certificate of incorporation:

Beginning at the intersection of East One Hundred and Seventy-eighth street and Boston road thence northerly along Boston road to the Rapid Transit station at its intersection with Eas One Hundred and Elghieth street; thence westerly along East One Hundred and Elghieth street; thence westerly along East One Hundred and Elghieth street to its intersection with Southern Boulevard; thence

arenues, public places, parkways and highways, and of the respective routes, unimbered from one to five, which the said extensions or branches are to follow:

1. Upon Route No. 1, as described in the certificate of incorporation of New York City intersorough Railway Company: Commencing at the intersection of East Two Hundred and Thirty-eighth street and Albany road: running thence northeasterly on and along Albany road to its intersection with Van Cortlandt avenue and Van Cortlandt Park, South, all lin the Borough of The Bronx.

2. Also upon route No. 1, as described in the certificate of incorporation of New York City Interborough Railway Company; Commencing at the intersection of East One Hundred and Eighty-eighth street and Aqueduct avenue; thence running southwesterly on and along East Oen Hundred and Eighty-eighth street to its intersection with Sodgwick avenue; thence southerly on and along Sedgwick avenue; thence wosterly on and along Sedgwick avenue to its intersection with Fordham road: running thence wosterly on and along Fordham road running thence wosterly on and along Fordham road its intersection with East One Hundred and Eighty-fourth street; thence southerly and westerly on and along Fordham Heights bridge; thence westerly upon and along the easterly approach of said new (or Fordham Heights) bridge; thence westerly upon and along the easterly approach to said bridge or West Two Hundred and Seventh street, Borough of Manhattan; thence westerly upon and along said westerly approach or West Two Hundred and Seventh street to the Rapid Transit station at Amsterdam or Tenth avenue.

The above extension as it winds and turns crosses the following highways, avenues streets and public places, etc.: Andrews avenue, Harlem River terrace and Ninth avenue, all in the boroughs of The Hronx and Manhattan.

3. Also upon Route No. 1 as described in the certificate of incorporation of New York City Interborough Railway Company; Reginning at a point on the One Hundred and Fifty-fifth street; thence westerly upon a Hundred and Fifty state store to Manhattan.

4. Upon Route No. 6 as described in the certificate of incorporation of New York City Interborough Rallway Company: Commencing with the intersection of East One Hundred and Forty Interest and Courtlands avenue, running thence casterly on and along Fast One Hundred and Forty-nint atreet to the junction of East One Hundred.

section of East One Hundred and Forty-ninth street and Courtlands avenue, running thence easterly on and along East One Hundred and Forty-ninth street to the function of East One Hundred and Forty-ninth street. Prospect avenue and the Southern Boulevard; thence continuing southerly on and along East One Hundred and Forty-ninth street to its intersection with Randail avenue, thence southeasterly on and along Randail avenue to its intersection with Leggett avenue.

The above extension as it winds and turns crosses the following highways, avenues, streets and public places, etc.: Courtlandt avenue, Melrose avenue. Brook avenue. St. Ann's avenue. Eagle avenue. Park street. Trinity avenue, Robbin's avenue, Concord avenue, Wills avenue, Bedeavenue, Concord avenue, Wales avenue, Beach avenue. Union avenue. Prospect avenue, Southern Boulevard. Whitlock avenue, Pollon street, Arnold street, Cabot street, Barry street, Dupon street, Truston street, Leggett avenue—all in the Borough of The Bronx.

5. Uon Route No. 7as described in the certificate of incorporation of New York City Interborough Railway Company: Commencing at the intersection of Wendover avenue and Crotona Park. Bast, running thence southwesterly on and along Crotona Park. South, to its intersection with Fulion avenue, thence running northerly on and along Crotona Park. South, to its intersection with Wendover avenue to its intersection with Wendover avenue to the rapid transit station at its intersection with Third avenue.

The above extension as its winds and turns crosses the following highways, avenues, streets, public places, etc.: Prospect avenue, Crotona avenue, Cilinton avenue, Franklin avenue, St. Paul's place and East One Hundred and Seventy-drst street—all in the Borough of The Bronx.

Third-Your postuper of the Bronx of the France of the Ra

Attest:
Dani. W. McWilliams. Secretary.
State of New York. County of New York, ss.:
Arthur Turnbull, being duly sworn deposes and says that he is president of the New York City Interborough Railway Company, the petitioner named in the foregoing petition; that he has read the foregoing petition and knows the contents thereof, and that the same is true of his own knowledge except as to the matters therein stated to be alleged upon information and belief and as to those matters he believes it to be true.

ARTHUR TERNBULL

ARTHUR ARTHUR TERNBULL

ARTHUR ARTHUR TERNBULL

ARTHUR ARTHUR TERNBULL

ARTHUR ARTHUR TERNBULL

ARTHUR A By Arthur Turnbull, President. and as to those matters he believes II to be true.

Sworn to before me this 25th day of April, 1995.

[Seal.] R. M. Newmann. Notary Public (9). New York County. N. Y.

Now therefore, pursuant to direction given by resolution of the Board of Alderman of The City of New York which was adopted on the 25th day of April, 1995, and approved by his Honor the Mayor of said City on the 3d day of May, 1905, public notice of such application is hereby given, and that at the Chamber of the Board of Aidermen in the City Hall, in the Borouth of Manhattan and City of New York, on Thursday, the ist day of June, 1905, at 2 o'clock in the afternoon, the application of said reliway company will be first considered and a public hearing had thereon.

All persons interested in said application are notified to be present at the time and place aforesaid, as an opportunity will then and there be given them to be heard in relation thereto.

P. J. SCULLY,

City Cierk.

AQUEDUCT COMMISSIONERS' OFFICE, Room 207 Stewart Building, No. 280 Broadway, New York, May 18, 1905. PUBLIC NOTICE, TO ALL WHOM IT MAY CONCERN. TO ALL WHOM IT MAY CONCERN.

In conformity with the requirements of section 2, chapter 490, laws of 1883 of the State of New York, and the acts amendatory thereof, public notice is hereby given to all persons interested that full opportunity will be afforded them to be heard in relation to the plan for the construction of a dam and reservoir, to be known as the Croton Falls Reservoir (Reservoir "K"), located in the Towns of Carmel, Southeast, Somers and North Salem, Westchester and Putnam Counties, New York, as shown upon the maps now on file in this office. Said public hearing to be at the office of the Aqueduc Commissioners, Room 207 Stewart Building, No. 280 Proadway. New York, on Wednesday, May 31, 1905, at 10:30 o'clock A. M., and upon subsequent dates thereafter to which said hearing may be adjourned until finally concluded.

By order of the Aqueduct Commissioners.

HARRY W. WALKER, Secretary.

WANTED FOR ARMY—Able bodded upwarted.

POST OFFICE.

PUBLIC NOTICES.

PUBLIC NOTICE.

POST OFFICE NOTICE. POST OFFICE NOTICE.

(Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mail for the week ending May 27, 1805, will close (PROMPTLY in all cases) at the General Post Office as follows: REGISTERED AND PARCELS-POST MAILS close one hour earlier than closing time shown below, Parcels-Post Mails for Germany close at 5 P. M. May 24 and 29.

Parcels-Post Mails for Great Britain and Ireland are despatched by the White Star Line on Wednesdays and by the American Line on Saturdaya. An additional despatch is made by the Cunard Line when a Cunard steamer sails on Saturday later than the American Line steamer the same day. The Parcels-Post mails close one hour before the regular mails.

Regular and Supplementary Mails close at For-eign Station (corner of West and Morton Streeta) half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station.)

TRANSATLANTIC MAILS.

with East One Hundred and Eggly second airget as a change and in substitution for that portion of said route extending southeasteriv on and along East One Hundred and Eignty-second street, from Southern Boulevard to Vyse avenue; thence southeasteriy on and along Yse avenue to East One Hundred and Seventy-eignth street; thence southeasterie; on and along said East One Hundred and Seventy-eignth street; thence southeasterie; on and along said East One Hundred and Seventy-eignth street; thence southeasterie; on and along said East One Hundred and Seventy-eignth street to Boston roaz.

Fourth—Your petitioner proposes to operate the roads to be constructed upon said altered and changed routes by the overhead trolley system, or by any other motive power, other than locomotive steam nower, which may be approved by the said Board of Railroad Commissioners and consented to by the owners of property bounded on the same, as provided by law.

Wherefor, your petitioner prays that public notice hereof, and of the time and place when and where this application will be first considered be given as required by law, and that the desired approval and the consent or grant be given in the form of an ordinance, in accordance with the provisions of the Greater New York Charter.

Dated at The City of New York, April 25, 1905.

NEW YORK CITY INTERBOROUGH RAIL
WAY COMPANY.

[Seal]. (1905, and approved by his Honor the Mayor of said City on the 3rd day of May, 1905, public motice of such application is hereby given, and that at the Chamber of the Board of Aldermen of The City Hall, in the Borough of Manhattan and City of New York, on Thursday, the ist day of 1906, at 2 o'clock in the afternoon, the application of said railway company will be first considered and a public hearing had thereon.

All persons interested in said application are notified to be present at the time and place aforemand, as an opportunity will then and there be given had not be beard in relation thereto.

P. J. SCULLY, City Clerk, TRANSATLANTIC MAILS.

WEDNESDAY (24).—At 6.30 A. M. for GREAT BRITAIN. IRELAND and FRANCE, per steamship Ballic, via Queenstown and Liverpool (also other parts of Europe when specially addressed for this steamer); at 7.30 A. M. for NETHERLANDS direct (specially addressed only), per steamship Potadam: at 8.30 A. M. for ITALY direct (specially addressed only) per steamship Elailia; at 11 A. M. for NORWAY PARCELS-POST MAILS, per steamship United States (also regular mail for Denmark when specially addressed for this steamer).

THURSDAY (26).—At 6.30 A. M. for EUROPE, per steamship Deutschiand, via Plymouth, Cherbourg and Hamburg (accluding France when specially addressed for this steamer); at 7 A. M. for FRANCE, SWITZERLAND, ITALY, SPAIN. PORTUGAL, TURKEY, EGYPT, GREECE and BRITISH INDIA, per steamship La Bretagne, via Havre (also other parts of Europe when specially addressed for this steamer).

SATURDAY (27).—At 6 A. M. for EUROPE, per steamship Philadelphia, via Plymouth and Cherbourg (including Ireland when specially addressed for this steamer); at 7.30 A. M. (supplementary 9 A. M.) (or EUROPE, per steamship Etruria, via Queenstown and Liverpool; at 8.30 A. M. for BEGIUM PARCELS-POST MAILS, per steamship Kroonland (also regular mail for Belgium when specially addressed for this steamer); at 11:30 A. M. for SCOTLAND direct (specially addressed only), per steamship Furnessia.

PUBLIC NOTICE.

The City of New York—Office of City Cierk,
City Hall, New York, May 12, 1905.
New York City Interborough Raliway Company having presented its application in writing to the Board of Aldermen of The City of New York, dated the 25th day of April, 1905.
The petition of New York City Interborough Raliway Company respectfully shows—First—Your petitioner is a stroet surface raliroad corporation duly organized and existing under the laws of the State of New York, and has duly filed, pursuant to section 80 of the Raliroad Law, a statement of the extensions of its road and branches thereof herein proposed.

Second—Your petitioner desires to obtain from The City of New York, and hereby respectfully applies for its consent to, and a grant of, the right, privilege and franchise for the construction, maintenance and operation of double track street surface raliways (including the necessary connections, switches, sidings, turnouts, turntables, crossovers, and suitable stands or other structures, necessary for the accommodation and operation of said raliroad by the overhead or other structures, necessary for the accommodation and operation of said raliroad by the overhead or other structures, necessary for the accommodation and operation of said raliroad by the overhead or other system of electricity or other motive power which may be lawfully employed upon the same, as extensions and branches of its existing routes and for public use in the conveyance of persons and property for compensation in, through, upon and along the surface of certain streets, avenues, public places, parkways and highways, and of the respective routes, numbered from one to five, which the said extensions or branches are to follow:

1. Upon Route No. 1, as described in the certain of the conversation of New York City, inter-

MAILS FOR SOUTH AND CENTRAL AMERICA.

MAILS FOR SOUTH AND CENTRAL AMERICA,

WEST INDIES, &C.

WEDNESDAY (24)—A1 9 A. M. for RIO JANFIRO,
per steamship Melderskin (also other parts of
Brazil, Argentine, Uriguny and Paraguay, when
specially addressed for this steamer); at 9:30 A.

M. (supplementary 10:30 A. M. for NCARAGUA
(except East Coast), RONDURAS (except East
Coast), SALVADORR, ENT.

EULADOR, PERU, BOLIVIA, and CHILL),
per steamship Advance, tal Colon (also Guatemala when specially addressed for this steamer);
at 9:30 A. M. (supplementary A. S. A. M.)
for INAGUA, H. (Supplementary A. S. A. M.)
for BAITI, printing and H. (Supplementary A. S. A. M.)
for BAITI, printing and H. (Supplementary A. S. A. M.)
for BAITI, S. (S. A. A. M.)
for BAITI, S. (S. A. M.)
for S. (S. A. M.)
for BAITI, S. (S. M.)
for BAITI, S.

NOTICE.—Five cents per half ounce in addition to the regular postage, must be prepaid on all letters forwarded by the SUPPLEMENTARY MAILS, and letters deposited in the drops marked "Letters for Foreign Countries," after the CLOSING OF THE REGULAR MAIL, for despatch by a particular vessel, will not be so forwarded unless such additional postage is fully prepaid thereon by stamps. Supplementary Transatiantic Mails are also opened on the piers of the AMERICAN, EXCLISH and FIRNCH steamers whenever the sallings occur st 9:00 A. M. or later; and late mail may be deposited in the mail boxes on the piers of the Germin Lines salling from Hoboken. The mails on the piers open one hour and a half before salling time and close ten minutes before salling time and close ten minutes before salling time and close ten minutes detters 5 cents a half ounce; is required on articles mailed on the piers of the American, White Star and German (Sea Post) steamers double postage (letters 10 cents a half ounce) on other lines.

MAILS FORWARDED OVERLAND &C., EX-Mails (except Jamaica and Bahamas) are for warded daily to parts of sailing. The CONNECT ING mails close at the General Post Office, New York

ing mails close at the General Post Office, New York, as follows:

CUBA via Port Tampa, at \$4:30 A. M. Monday, Wednesday and Saturday. (Also from New York, Thursday and Saturday. See above).

MEXICO CITY, overland at 1:30 P. M. and 10:30 P. M. daily except Sunday; Sunday at 1:00 P. M. and 10:30 P. M. (Sunday at 1:00 P. M. NEWFOUNDLAND. (except. Parcels-Post. Mails). Via North Sydney at 7 P. M. Monday, Wednesday and Saturday (also occasionally from New York and Pulladelphia. See above).

MIQUELON, via Boston and North Sydney, at 6:30 P. M. every other Sunday (May 21, June 4 and 18, &c.). JAMAICA, via Boston, at 7.00 P. M. Tuesday and Friday. (Also from New York on Saturday.

COSTA RICA, via New Orleans, at \$10.30 P. M. Tuesday

BRITISH HONDURAS, HONDURAS (East Coast)
and GUATEMALA, via New Orleans, at \$10:30
P. M. Monday, (West Coast of Honduras)

Espatched from New York via Panama. See

above.)

NICARAGUA (East Coast), via New Orleans, at \$10:30 P. M. Wednesday. (West Coast of Nicaragua is despatched from New York via Panam. See above.)

PANAMA and CANAL ZONE, via New Orleans, at \$10:80 P. M. Sunday (after 10:50 P. M. Sunday and until sailing of New York steaner, mall for Panama and Canal Zone is held for the New York steamer. See above.)

REGISTERED MAIL for overland despatches closes at 6:00 P. M. previous day.

TRANSPACIFIC MAILS, FORWARDED OVER LAND DAILY.

The schedule of closing of Transpaciae Mails is arranged on the presumption of their uninterrupted overland transit to port of sailing. The final connecting mails (except Registered Transpaciae Mails despatched via Vancouver, Victoria, Tacoma or Scattle, which close 6 P. M. previous day) close at the General Post Office, New York, as follows: PHILIPPINE ISLANDS and GUAM via San Francisco, close at 6 P. M. May 26 for despatch per United States Transport.

HAWAIL, via San Francisco, close at 6 P. M. May 27 for despatch per steamship Nevadan.

JAPAN. KOREA, CHINA and PHILIPPINE ISLANDS, via Tacoma, close at 6 P. M. May 28, for despatch per steamship Telmachus, HAWAII, JAPAN, KOREA, CHINA and PHILIPPINE ISLANDS, via San Francisco, close at 6 P. M. June 2 for despatch per steamship Mongolia.

NEW ZEALAND AUSTRALIA (except West).

Moncolla

NEW ZEALAND. AUSTRALIA (except West).
NEW ZEALAND AUSTRALIA (except West).
NEW CALEDONIA, SAMOA, HAWAII and
FIJI ISLANDS, via San Francisco, close at
6 P. M. June 3 for despatch per steamship
Sonoma, (If the Cunard steamer carrying
the British mall for New Zealand does not
arrive in time to connect with this despatch,
extra malls—closing at 5:50 A. M., 9:30 A. M.
and 6 P. M.; Sundays at 4:30 A. M., 9:30 A. M.
and 6 P. M.; Sundays at 4:30 A. M., 9:3 A. M.
and 6 P. M.; Sundays at 4:30 A. M., 9:3 M. And
16 P. M.; will be made up and forwarded until
the arrival of the Cunard steamer)
JAPAN (except Parcels Post Malls), ROREA,
CHINA and PIILLIPPINE ISLANDS, via
Vancouver and Victoria; B. C., close at 6 P. M.
June 6 for despatch per steamship Empress of

Japan.
I ISLANDS, AUSTRALIA (except West) and
NEW CALEDONIA, Via Vancouver and Vic-toria, B. C., close at 6 P. M. June 17 for despatch FIJ. ISLANDS, AUSTRALIA (except West) and NEW CALEDONIA, via Vancouver and Victoria, B. C., close at 6 P. M. June 17 for despatch per steamship Aorang.

MANCHURIA (except Mukden, Newchwang and Port Arthur, and EASTERN SIBERIA is at present forwarded via Russia.

NOTE - Unless, otherwise addressed, West Australia, is forwarded via Europe; New Zealand via San Francisco, and certain places in the Chinese Province of Yunnan via British Indiathe quickest routes, Philippings specially addressed "via Europe" must be fully prepaid at the foreign rates. Hawail is forwarded via San Francisco exclusively.

WILLIAM R. WILLCOX, Postmaster. Post Office, New York, N. Y., May 19, 1905.

WANTED FOR ABMY—Able bodied unmarried men between ages of 18 and 35; citizens of United States, of good character and temperate habits, who can speak, read and write English. For in-formation apply to Recruiting Officer, 25 Third av., 2300 Third av., 706 Sixth av., 2306 Eighth av., N. Y., or 263 Fulton 51., Brooklyn. NO EXTRA CHARGE FOR IT. Advertisements for The Sun and Evening Sun may be left at any American District Messenger

Office in the city